Spaulding Turnpike Improvements Newington–Dover

NHS-027-1(37), 11238

Project Development

POST FEIS ACTIVITIES

Since the Final Environmental Impact Statement (FEIS) was completed in December of 2007, the NHDOT has continued the advancement of the project. The required environmental permits to construct the project have been applied for and are anticipated to be received within the next few months. The restriping of the SB barrel and the SB on ramp at Exit 6 was completed as part of a TSM effort in the summer of 2008 to improve the traffic operations in this area. The acquisition of two properties totaling 160 acres in Dover was completed to fulfill the proposed wetland mitigation requirement in Dover.

Project Status

- ✓ Public Hearings Held:
  Dover: Nov 7, 2005
  Newington: Nov 9, 2005
- ✓ Draft Environmental Impact Study Published in July 2006
- ✓ Final Environment Impact Statement Completed in Dec 2007
- ✓ Federal Highway Adminstration Record of Decision Issued on Oct 24, 2008
- ✓ Final Design and Permitting Commenced on Dec 18, 2008
- ✓ Anticipated Commencement of Construction in May 2010

New Hampshire DOT

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FINAL DESIGN

The NHDOT utilized a Quality Based Selection Process to enter into a final design contract with VHB to advance the FEIS selected alternatives to construction contract plans. The following general elements are included within final design:

✓ DESIGN: The FEIS selected alternatives are refined through the utilization of improved data such as ground survey, geotechnical, utility, Right-of-Way and traffic information. The roadway geometrics and structural designs for the various roadways and bridges are advanced through a series of milestone submissions and reviews. Construction sequencing, logical progression of work, maintenance of traffic controls, and construction costs are evaluated to determine the most appropriate construction contract limits.

✓ PERMITTING: The construction of the project involves permanent and temporary impacts to environmental resources such as wetlands, water bodies, historical properties, archaeological resources, floodplains, etc. The receipt of the various permits provides the clearance and conditions in which the project can be constructed.

✓ RIGHT-OF-WAY: The construction of the project requires the acquisition of property through the establishment of the proposed Right-of-Way and easements (permanent and temporary). These acquisitions will be refined through the design project development process and once solidified, the NHDOT will determine the fair market value of the necessary acquisitions and enter into negotiations with the individual property owners.

✓ PUBLIC INVOLVEMENT: The final design of this project includes continued public involvement with the communities of Newington and Dover to make them aware of design advancements, schedules and construction costs. There will also be specific design related public meetings with the various stakeholders to address elements such as soundwalls.

✓ COMMITMENTS: Through the FEIS process the NHDOT has made numerous commitments to the various project stakeholders. These commitments are being addressed at the appropriate time during the project development process.

FUNDING

The Ten Year Transportation Improvement Plan identifies projects every two years to be included for design and construction for a period of ten years based on public hearings and a prioritization process. The primary funding source for this project is through the NH Turnpike System with earmark funding being provided by the Federal Highway Administration for the construction of the new Little Bay Bridge. This project is currently fully funded for the design and the construction of the Little Bay Bridges and the improvements in Newington. The rehabilitation of the General Sullivan Bridge and the proposed improvements in Dover are not currently funded for construction but designs are being completed anticipating construction funded to be approved as part of the next Ten Year Plan process.

CONSTRUCTION

This project is currently estimated to cost approximately $197 million dollars and will utilize approximately eight construction contracts to complete. The duration of these eight contracts is approximately seven years to complete. These costs and time durations will be evaluated as design advances and as other factors such as permitting conditions and funding concerns arise.

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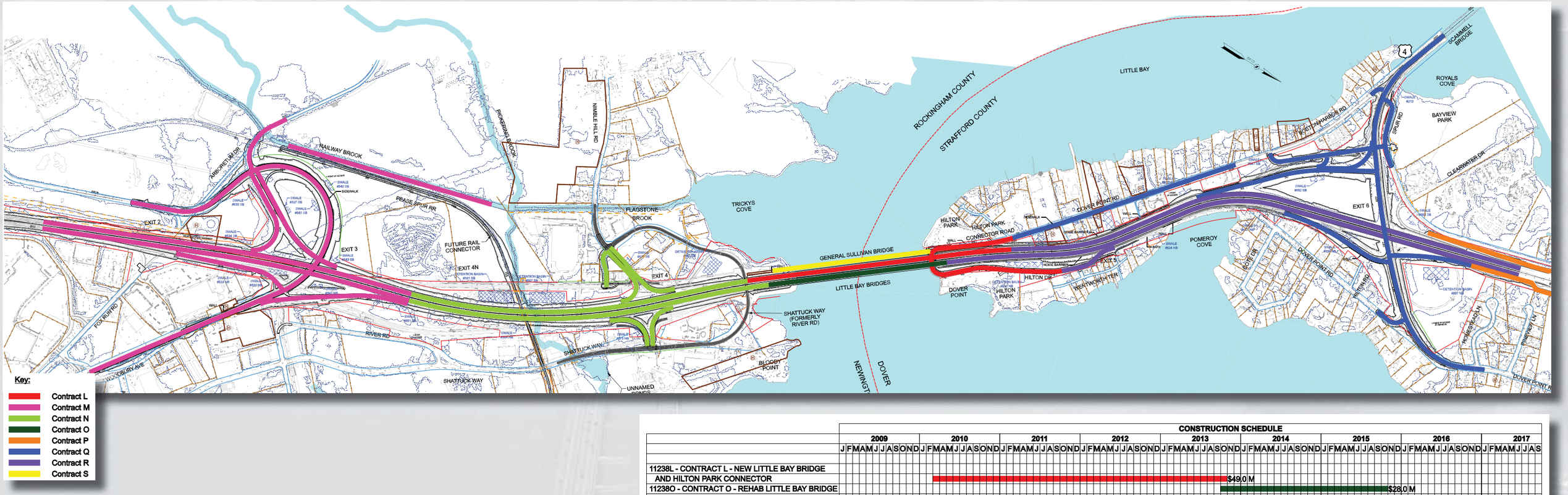


| | CONSTRUCTION SCHEDULE | | |

Frequently Asked Questions

Q. **Property Acquisition – When during the project development process can I expect to have the Bureau of Right-of-Way contact me on the impacts to my property?**

A. The final design for the highway and bridge designs need to advance to approximately the 60% design stage, where the highway grading, drainage requirements, and slope impacts can be confidently defined. At that time, the Bureau of Right-of-Way (ROW) initiates the appraisal process to identify a value of the impacts on each individual property. ROW plans for the entire project are targeted to be completed in the fall of 2010 with the ROW process commencing. Owners of properties impacted by the project will be contacted during the appraisal process. The Department will prioritize property acquisitions according to when the contracts are scheduled to be constructed, as well as in response to owner's requests.

Q. **Funding – Why isn't the proposed construction of the Dover portion of the project and the General Sullivan Bridge funded and do you expect it to be funded?**

A. The Dover portion of the project was not included in the approved Ten Year Transportation Improvement Plan 2009-2018 (TYP) due to financial constraints with a commitment that funding be identified for the unfunded portions in subsequent Ten Year Plan processes. The Department is presently evaluating various bonding and financial scenarios to fully fund the entire project's construction.

Q. **Stimulus – Is there any "Stimulus" funding in this project ?**

A. The "Stimulus" funding is exclusively for construction of projects that could begin within 180 days of legislation passing. At the time the legislation was passed, the final design had not begun and advancing a portion of the project that would have a meaningful effect to the region was not possible. In addition, several critical elements were outstanding and necessary prior to a construction contract being let for bids. These elements include a value engineering study that is required by FHWA for all National Highway System projects with a total value of $25 million or more, a US Coast Guard permit (for which the permitting process typically takes nine months to a year), receipt of an ACOE individual permit, receipt of the NHDES wetlands permit and water quality certificate, as well as a thorough constructibility review and design.

Q. **Traffic Operations - When will the ramps at Exits 2 and 5 be closed?**

A. Based on the initial review of the construction sequencing, the Exit 2 ramps will remain open until the eastern portion of the proposed NB barrel is being constructed. Based on the current construction schedule, the ramps are anticipated to be closed in 2013. The Exit 5 ramps and the Cote Drive NB on ramp will be closed when the Exit 6 NB ramps are opened so that the NB movements onto and off of the Spaulding Turnpike can be retained. The current construction schedule anticipates these ramps to be discontinued in 2015.

Q. **Traffic Operations - When will the interchange at exit 3 be fully operational?**

A. Based on the initial review of the construction sequencing, the Exit 3 interchange will be fully operational in 2013. The realignment of the Spaulding Turnpike, the construction of the Woodbury Avenue bridge over the Spaulding Turnpike, the removal of the existing left hand SB off ramp and the construction of all the ramps at Exit 3 must be completed prior to the interchange being fully operational.

Q. **Traffic Operations - When will Hilton Park Connector Road be opened to 2 way traffic?**

A. Hilton Park Connector Road is planned to be constructed in Contract L, the first construction project. The construction of the Hilton Park Connector Road and the new Little Bay Bridge is constrained by an extremely tight construction zone. Maintaining one-way traffic during construction will reduce the duration of the construction and the construction cost. Therefore, it is envisioned that the Hilton Park Connector Road will be opened to two-way traffic at the end of the L-contract's construction, which is currently scheduled to be 2013.

Q. **Soundwalls - When will the soundwall meetings with the various neighborhoods be held and will they be constructed early in the project?**

A. The meetings with the various neighborhoods will be scheduled in late 2009, early 2010 when the alignment and elevations of the roadways are determined so that data on the existing and proposed sound levels can be evaluated and presented. The Department and Consultant Team are evaluating the advanced construction of the soundwalls as part of each contract to determine if the construction of the soundwalls can be integrated cost-effectively and not complicate future construction contracts.

Q. **Marine Navigation - Will marine navigation be impacted by construction?**

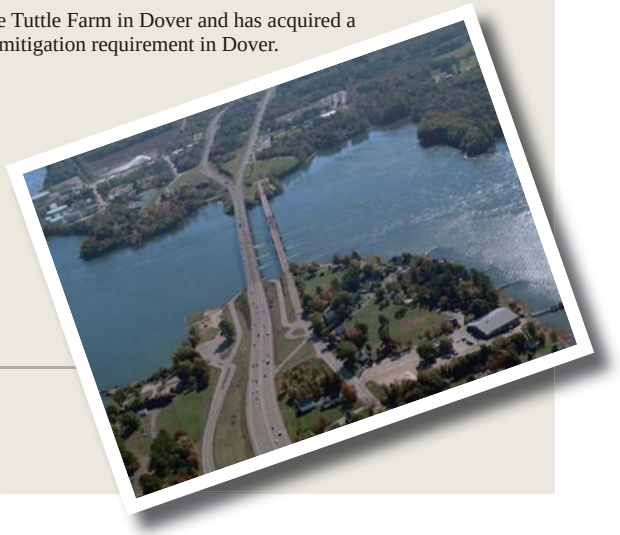
A. The construction of the Little Bay Bridge and the General Sullivan Bridge will have temporary impacts to the Little Bay channel. The US Coast Guard has jurisdiction over navigation through the area and the Department anticipates that the permit conditions will require that the main navigation channel be maintained at all times.

Q. **Wetland Mitigation - What is the status of the mitigation efforts for the project?**

A. The Department has participated in the acquisition of a conservation easement on 120 acres of the Tuttle Farm in Dover and has acquired a conservation easement on 40 acres of the Day property also in Dover, which fulfills the project's mitigation requirement in Dover. The Department will be initiating the mitigation components in Newington later this year.

Q. **Are the park'n'rides identified in the FEIS being constructed?**

A. The Department has completed the construction of a 416-space park'n'ride and bus facility at Exit 9 in Dover. The facility is fully operational with C&J Trailways operating nearly 30 daily trips leaving Dover and connecting to Portsmouth and further locations south. The Department has initiated discussions with the City of Rochester and several property owners regarding the construction of a 200-space park'n'ride lot with a bus shelter in the vicinity of Exit 13 in Rochester. The Department has also progressed discussions with an owner/developer concerning a 50-space park'n'ride lot with bus shelter as part of a multi-use development in Lee.



Project Contact

Mr. Christopher Waszczuk, PE
Project Manager
New Hampshire Dept. of Transportation
(603) 271-6675
Email: CWaszczuk@dot.state.nh.us